

By Mr. LESTER: Petition of the heirs of Alfred E. Jones, deceased, late of Chatham County, Ga., for reference of war claim to the Court of Claims—to the Committee on War Claims.

By Mr. LITTLEFIELD: Protest of John R. Kelley and 64 other citizens of Maine, against subsidy to foreign-built vessels—to the Committee on the Merchant Marine and Fisheries.

By Mr. LONG: Resolutions of the Woman's Christian Temperance Union of Anthony and the Methodist Episcopal Church of Marquette, Kans., in relation to the exclusion of all spirituous liquors from our insular possessions—to the Committee on Insular Affairs.

By Mr. MADDOX: Petition of Washington Ransom, of Walker County, Ga., for reference of war claim to the Court of Claims—to the Committee on War Claims.

By Mr. MANN: Resolutions of L. H. Drury Post, No. 467, and George G. Meade Post, No. 444, Grand Army of the Republic, Department of Illinois, in favor of House bill No. 5779, known as the "veteran preference measure"—to the Committee on Reform in the Civil Service.

By Mr. MCALEER: Petition of retail druggists of Philadelphia, Pa., for the repeal of the special tax on proprietary medicines, etc.—to the Committee on Ways and Means.

Also, resolutions of the Produce Exchange of Philadelphia, Pa., favoring the Grout bill—to the Committee on Agriculture.

By Mr. PAYNE: Resolutions of Albert M. Murray Post, No. 163, Department of New York, in favor of House bill No. 5779, known as the "veteran preference measure"—to the Committee on Reform in the Civil Service.

Also, petitions of the Woman's Christian Temperance Unions of East Auburn and of Cayuga County, N. Y., union meetings of Methodist Episcopal churches of Wolcott, N. Y., and the Methodist Episcopal Church of Sodus, N. Y., against island saloons and Army canteens—to the Committee on Military Affairs.

Also, resolutions of the Woman's Missionary Society of the Methodist Episcopal Church of Weedsport, N. Y., in favor of an amendment to the Constitution against polygamy—to the Committee on the Judiciary.

By Mr. ROBINSON of Indiana: Petitions of A. H. Holt, W. F. Wilken, R. E. Weidler, and other citizens of Indiana, in favor of the Grout oleomargarine bill—to the Committee on Agriculture.

By Mr. SHERMAN: Paper to accompany House bill for the relief of Jacob H. Harter—to the Committee on Military Affairs.

By Mr. SPERRY: Petition of George Van Horn Post, No. 39, Grand Army of the Republic, Department of Connecticut, favoring the passage of House bill No. 5779, relating to the appointment of war veterans to the public service—to the Committee on Reform in the Civil Service.

Also, petition of druggists of Waterbury, Conn., for the repeal of the special tax on proprietary medicines—to the Committee on Ways and Means.

Also, resolutions of the State Board of Trade of Connecticut, urging the passage of House bill relating to second-class mail matter—to the Committee on the Post-Office and Post-Roads.

Also, petition of various citizens of New Haven, Conn., against the Army canteen—to the Committee on Military Affairs.

Also, petition of citizens of Meriden, Conn., against the sale of intoxicating liquors in our new possessions—to the Committee on Insular Affairs.

By Mr. STEVENS of Minnesota: Resolutions of the Retail Grocers' Association of Minneapolis, Minn., against the parcel-post system—to the Committee on the Post-Office and Post-Roads.

By Mr. SULZER: Resolutions of the Manufacturers' Association of New York, urging the improvement of Buttermilk Channel—to the Committee on Rivers and Harbors.

Also, petition of the United States Brewers' Association, for the repeal of the war tax of \$1 per barrel on beer in the war-revenue act—to the Committee on Ways and Means.

Also, resolution of the New York Mercantile Exchange, in favor of the passage of House bill No. 3717, amending the oleomargarine law—to the Committee on Agriculture.

By Mr. WADSWORTH: Resolutions of Staunton Post, No. 396, Grand Army of the Republic, Department of New York, favoring the passage of House bill No. 5779, giving veterans preference in public service—to the Committee on Reform in the Civil Service.

Also, petition of 6 citizens of Kendall, N. Y., favoring anti-polygamy amendment to the Constitution—to the Committee on the Judiciary.

Also, resolutions of Presbyterian, Baptist, and Methodist congregations of Wyoming County, N. Y., asking extension of treaty excluding slavery, rifles, and spirituous liquors from portions of Africa, etc.—to the Committee on Foreign Affairs.

By Mr. YOUNG: Petition of the Philadelphia Board of Trade, praying for a reduction of the war-revenue tax—to the Committee on Ways and Means.

## SENATE.

WEDNESDAY, December 5, 1900.

Prayer by the Chaplain, Rev. W. H. MILBURN, D. D.

JOHN C. SPOONER, a Senator from the State of Wisconsin, appeared in his seat to-day.

The Secretary proceeded to read the Journal of yesterday's proceedings, when, on request of Mr. CULLOM, and by unanimous consent, the further reading was dispensed with.

The PRESIDENT pro tempore. Without objection, the Journal will stand approved.

## COST OF NAVAL TRANSPORTATION, ETC.

The PRESIDENT pro tempore laid before the Senate a communication from the Secretary of the Navy, transmitting, in response to a resolution of May 23, 1900, reports from the various bureaus of the Navy Department, containing information relative to the armed vessels, tenders, and war ships sent to the Philippines, or from there since May 1, 1898, their tonnage, traveling distances, etc., tolls paid the Suez Canal Company, distances covered in time of the cruise of the *Oregon* from the Pacific coast to Manila, etc.; which, with the accompanying papers, was referred to the Committee on Naval Affairs, and ordered to be printed.

## ELECTORAL VOTES OF MARYLAND.

The PRESIDENT pro tempore laid before the Senate a communication from the Secretary of State, transmitting a certified copy of the final ascertainment of the electors for President and Vice-President appointed in the State of Maryland at the election held therein on the 6th day of November, 1900; which, with the accompanying papers, was ordered to lie on the table.

## SARAH E. NORTON.

The PRESIDENT pro tempore laid before the Senate a communication from the assistant clerk of the Court of Claims, transmitting a certified copy of the findings filed by the court in the cause of Sarah E. Norton, administratrix, vs. The United States; which, with the accompanying papers, was referred to the Committee on Claims and ordered to be printed.

## CREDENTIALS.

Mr. BERRY. Mr. President, I present the credentials of SAMUEL D. MCENERY, elected a Senator from the State of Louisiana for the term beginning the 4th of March, 1903. I ask that they be read and placed on file.

The credentials of SAMUEL DOUGLAS MCENERY, chosen by the legislature of the State of Louisiana a Senator from that State for the term beginning March 4, 1903, were read and ordered to be filed.

Mr. MCENERY presented the credentials of Murphy James Foster, chosen by the legislature of the State of Louisiana a Senator from that State for the term commencing March 4, 1901; which were read and ordered to be filed.

Mr. ALDRICH. I present the credentials of my colleague, who has been elected a Senator from the State of Rhode Island for six years, commencing March 4, 1901.

The credentials of GEORGE PEABODY WETMORE, chosen by the legislature of the State of Rhode Island a Senator from that State for the term beginning March 4, 1901, were read and ordered to be filed.

## PETITIONS AND MEMORIALS.

Mr. CULLOM presented a petition of sundry citizens of Chicago, Ill., praying for the adoption of an amendment to the Constitution to prohibit polygamy; which was referred to the Committee on the Judiciary.

He also presented petitions of the Dental Society, the Odontographic Society, and the Odontological Society, all of Chicago, in the State of Illinois, and of the Tri-State Dental Societies of Indiana, Michigan, and Ohio, praying for the enactment of legislation providing for the appointment of Army dental surgeons in the Philippine Islands; which were referred to the Committee on Military Affairs.

He also presented a petition of members of the National Convention of Good Roads, praying that an appropriation be made to carry on the construction of good roads under the supervision of the director of public road inquiries; which was referred to the Committee on Agriculture and Forestry.

He also presented a petition of the Ladies' Aid Society of the Presbyterian Church of Minonk, Ill., praying for the enactment of legislation to prohibit the sale of intoxicating liquors in Alaska, Hawaii, the Philippines, Porto Rico, and Cuba; which was referred to the Committee on Military Affairs.

He also presented the petitions of Isaac Norris, of Deselm; John Rice, of Deselm; F. M. Wright, of Manteno; V. W. Lawrence, of Manteno; J. J. Mattingly, of Champaign; John J. Lingle, of Mill-creek; Jacob Gerhart, of Allison; Walter Vantile, of Carthage; A. L. Hitz, of Grantfork; John Andrew, of Caledonia; C. E. Drake,



of Chapin; Charles I. Forrest, of Woodstock; Fred C. Schrodt, of Sugar Creek; W. F. Mason, of Willow Hill; C. M. Wright, of Manteno; Edgar Durham, of Princeton; F. Arnold & Co., of Woodbine; W. H. Keefe, of Long View; T. A. Manning, of Pittwood; George Ralston, of Caledonia; F. Shintz, of Shipman; E. Brantigan, of Shipman; R. W. Hiff, of Washburn; H. M. Burbank, of Elkville; Mason Hatch, of Griggsville; E. E. Pratt, of Tompkin; H. H. Spooner, of Hebron; John Overby, of Dongola; C. W. Risley, of Mount Carmel; E. G. Britton, of Beechwood; James A. Jackson, of Dale; Geo. R. Wilson, of Cameron; Joseph Vogel, of Benson; G. N. Melenay, of Thompson; Pleasant Valley Creamery Company; N. C. Bank, of Ellsworth; S. G. Stagin, of Elliott; Hiram Wallace, of Golconda; John R. Logan, of Junction City; J. F. Bute, of Kempton; M. I. Brown, of Garden Prairie; U. Garrett, of Weldon; J. S. Blackman, of Stonefort; J. W. Bradford, of Adrian; Joseph Beland, of Danforth; Herbert Lemenage, of Clifton; A. C. McCullough, of Savoy; the Rock Island County Farmers' Institute; Isaac Cole, of Sidney; J. P. Brennenman, of Vandalia; Isaac Thomas, of Donovan; Bird C. Pate, of Catlin; Henry H. Dusslen, of Garrett; John A. Demand, of Wapella; Joel D. Jones, of Wilton Center; J. J. Shively, of Cerro gordo; Christian Camp, of Metamora; James H. Olle, of Pittwood; A. H. Gernand, of Rossville; J. R. Black, of Hastings; L. C. Newcomb, of Iron; S. J. Harrington, of Cisne; John M. Pearson, of Goodfrey; Martin I. Engler, of Willstadt; Ora E. Hanna, of Ava; John Ellet, of Grand Tower; John Sinoot, of Pulaski; Wiley Sipe, of Elkville; Iscar Maxey, of Mount Vernon; Nicholas Hahn, of Ogden; David Allan, of Weldon; J. M. Rock, of Tiatt; J. B. Smith, of Galden Gate; Hiram Reed, of Mossville; John Holdman, of Joliet; J. A. Phillips, of Damascus; M. Hubbell, of Carthage; A. J. Cunningham, of Bowen; George H. Baldwin, of Mendon; the Eleroy Stock Creamery Co., of Eleroy; Frederick Nilkenning, of Crete; John T. Lee, of Arthur; C. W. McNair, of Dahlgren; William McFarland, of Allendale; Simon Block, of Harper; S. W. Peak, of Winchester; H. B. Rice, of Lewistown; Eli C. Fisk, of Havana; G. H. Gurler, of Dekalb; H. D. De Long, of Galesburg; G. W. Ferner, of Washington; John W. Reid, of Argyle; M. C. Clory, of Rockton; A. A. Spickerman, of Dekalb; Oliver H. Perry, of Mount Sterling; John Pratt, of Loraine; John Beck, of Milan; William A. Mealliff, of Mendon; Harry Binney, of Binney; Riley Smith, of Colusa; T. J. Armstrong, of Mount Vernon; F. M. Brown, of Diswood; G. D. Jones, of Mount Vernon; F. Thies, of Campbell Hill; G. G. Corley, of Unionville; M. H. Bagby, of Olmsted; Jos. Miller, of Louisville; L. R. Stricklin, of Raleigh; R. F. Jenkins, of Frankfort; T. M. Carroll, of Ina; J. W. Hill, of Charleston; J. H. Riter, of Powellton; William Trainer, of Custer Park, Ill.; F. D. Bacon, of Media; E. D. Morrill, of Powellton; Frank W. Baird, of Custer Park; M. H. Creider, of Otten; James Morris, of Galena; W. M. Miller, of Haldane; Fred. Buser, of Marshall; William Dittman, of Marshall; F. A. Drury, of Carlton; A. Stewart, of Kirkwood; L. E. Smith, of Muncie; C. W. Somme, of Dewey; John F. Hubbell, of Wapella; Harvey Abbott, of Danvers; J. C. South, of Orin; P. H. Blanchet, of Exlim; J. R. Elder, of Ogden; T. M. Cavitt, of Ozark; Jacob Deen, of Azotus; Eben Stookey, of Freeburg; J. Alphonsus, of Ruma; James H. Simpson, of Ruma; John Jone, of Wilton Center; C. D. Greve, of Garrett; John M. Tudor, of McLean; Christ Gebhardt, of Blackstone; J. B. Humphreys, of Midland City; Harry R. Smith, of Stillman Valley; B. H. Daugherty, of Onargo; C. W. Cardiff, of Dewitt; T. O. Thompson, of Perdue; B. N. Powley, of Papapinsau; W. H. Luxton, of Hudson, Ill.; John Blank, of Rio; C. C. Safford, of Hamilton; J. B. Campbell, of Lacrosse; Riber Merrill, of Youngstown; G. Wilcox, of Eno; H. W. Frederick, of Washington; C. E. Schlots, of Elmwood; J. F. Oldendorf, of Hoxen; J. Wright & Sons, of Fenton; J. C. Wenner, of Pontiac; E. Santer, of Marseilles; John W. Cutforth, of Liberty; Charles A. Hummel, of Dewey; John Maffitt, of Martinton; and J. Bartlett, of Colusa, all in the State of Illinois, praying for the enactment of legislation relative to the sale and manufacture of oleomargarine; which were referred to the Committee on Agriculture and Forestry.

Mr. PLATT of New York presented sundry petitions of citizens of New York, praying for the enactment of legislation relative to the manufacture and sale of oleomargarine; which were referred to the Committee on Agriculture and Forestry.

He also presented petitions of sundry citizens of Gainesville, of Albert Roy, jr., and sundry other citizens of Elmira; of W. K. Palmer and sundry other citizens of New Rochelle; of J. B. Rice and sundry other citizens of Cambridge; of Thomas Smith and sundry other citizens of New York City; of H. H. Todd and sundry other citizens of New Rochelle, Mount Vernon, and Brooklyn; of Frank J. New and sundry other citizens of New Rochelle; of Howard R. Ware and sundry other citizens of New Rochelle; of Charles Hyatt and sundry other citizens of New York City; of D. P. Whitaker and sundry other citizens of Savona; of the Woman's Missionary Society of the Presbytery of Rochester; of the League for Social Service; of the Woman's Home and Foreign Missionary Society of the Presbytery of Brooklyn, and of the Oneida, Che-

nango, and Delaware Association of the Congregational churches of Sherburne, all in the State of New York, praying for the adoption of an amendment to the Constitution to prohibit polygamy; which were referred to the Committee on the Judiciary.

He also presented the petition of Lucius K. Smalling, of Cohoes, N. Y., praying that he be granted a pension; which was referred to the Committee on Pensions.

He also presented a petition of the Manufacturers' Association of New York, praying for the establishment of a department of commerce and manufactures; which was ordered to lie on the table.

He also presented a petition of E. S. Young Post, No. 33, Department of New York, Grand Army of the Republic, of Amsterdam, N. Y., and a petition of Frank Head Post, No. 16, Department of New York, Grand Army of the Republic, of Brooklyn, N. Y., praying for the enactment of legislation giving preference to veterans in the public service; which were referred to the Committee on Military Affairs.

He also presented petitions of Joseph M. Huffman, of Lockport; of the United Trades and Labor Council of Erie County, and of the Onondaga Whisk Broom Works, of Syracuse, all in the State of New York, praying for the enactment of legislation to protect free labor from prison competition; which were referred to the Committee on Education and Labor.

He also presented a petition of the congregation of the Baptist Church of Reed Corners, N. Y., and a petition of the Woman's Christian Temperance Union of Groton, N. Y., praying for the enactment of legislation prohibiting the sale of intoxicating liquors in Alaska, Cuba, Porto Rico, Hawaii, and the Philippine Islands; which were referred to the Committee on Pacific Islands and Porto Rico.

He also presented petitions of Rev. W. H. Dodd, of Garfield; of Edward Kirkalcott, of Goshen, and of the Woman's Christian Temperance Union of Yonkers, all in the State of New York, praying for the ratification of the treaty providing for the protection of the people of Central Africa against the sale of intoxicating liquors; which were referred to the Committee on Foreign Relations.

He also presented the petition of Thomas J. Deyo and sundry other citizens of Wallkill, N. Y., praying for the enactment of legislation to prohibit the sale of intoxicating liquors in all of our new island possessions, including the Philippines; which was referred to the Committee on Military Affairs.

He also presented the petition of B. G. Dutton, of Buffalo, N. Y., praying for the enactment of legislation to prohibit the sale of intoxicating liquors in the Philippines to native races, as in Alaska, and also to abolish saloons and the opium traffic; which was referred to the Committee on Foreign Relations.

He also presented a petition of the American Library Association of Dorchester, Mass., praying for the enactment of legislation providing for the better publication and distribution of public documents; which was referred to the Committee on Printing.

Mr. BURROWS presented the petition of W. A. Ellis, of Marlette, and sundry other citizens of Michigan, and the petition of J. B. Moore, of Lennon, and sundry other citizens of Michigan, praying for the enactment of legislation relative to the sale and manufacture of oleomargarine; which were referred to the Committee on Agriculture and Forestry.

Mr. THURSTON presented 31 petitions of citizens of Nebraska, praying for the enactment of legislation relative to the manufacture and sale of oleomargarine; which were referred to the Committee on Agriculture and Forestry.

Mr. QUARLES presented a petition of the congregation of the First Methodist Church of Neenah, Wis., praying for the enactment of legislation to prohibit the sale of intoxicating liquors in all countries inhabited chiefly by native races; which was referred to the Committee on Pacific Islands and Porto Rico.

Mr. SEWELL presented sundry petitions of citizens of Mullica Hill, Trenton, Allentown, Wrightstown, Madison, Ardena, Morris town, Burlington, Hackettstown, Jacksonville, Harrington, Williamstown, Woodstown, Whitehouse, Readington, Newmarket, Rosemont, Franklin Park, Oxford, and Cranberry, all in the State of New Jersey, praying for the enactment of legislation relative to the manufacture and sale of oleomargarine; which were referred to the Committee on Agriculture and Forestry.

He also presented petitions of sundry citizens of Boonton, Newark, Hanover, Dividing Creek, and East Orange, all in the State of New Jersey, praying for the adoption of an amendment to the Constitution to prohibit polygamy; which were referred to the Committee on the Judiciary.

Mr. PENROSE presented a petition of the executive council of the Board of Trade of Philadelphia, Pa., praying for a modification of the stamp-tax law; which was referred to the Committee on Finance.

He also presented petitions of Captain George Lawrence Post, No. 17, Grand Army of the Republic, of Minersville; of General Thomas A. Rowley Post, No. 495, Grand Army of the Republic, of Natrona, and of General Welsh Post, No. 118, Grand Army of



the Republic, of Columbia, all in the State of Pennsylvania, praying for the enactment of legislation giving preference to veterans in the public service; which were referred to the Committee on Military Affairs.

He also presented petitions of 27 citizens of Pennsylvania, 44 citizens of Carbondale, 36 citizens of Chester County, of the congregation of the Presbyterian Church of Wilkesbarre, of the Young Men's Christian Association of Wilkesbarre, and of the Ladies' Foreign Missionary Society of Montrose, all in the State of Pennsylvania, praying for the enactment of legislation prohibiting the sale of intoxicating liquors in the Philippines, in any post exchange, canteen, or transport, or upon any premises used for military purposes by the United States; which were referred to the Committee on Pacific Islands and Porto Rico.

Mr. HARRIS presented a petition of sundry citizens of Highland, Kans., praying for the enactment of legislation to prohibit the sale of intoxicating liquors in the Army and all island possessions; which was referred to the Committee on Military Affairs.

Mr. BARD presented a petition of the Manufacturers and Producers' Association of California, praying for the construction of the Nicaragua Canal; which was referred to the Committee on Inter-oceanic Canals.

He also presented a petition of the Manufacturers and Producers' Association of California, praying for the enactment of legislation providing for the preservation, reclamation, and settlement of the public domain; which was referred to the Committee on Public Lands.

He also presented a petition of the Chamber of Commerce of Los Angeles, Cal., praying for the enactment of legislation providing for the extension of the soil surveys in that State; which was referred to the Committee on Agriculture and Forestry.

He also presented a petition of the Wholesalers' Board of Trade of Los Angeles, Cal., praying for the adoption of certain amendments to the bankruptcy law; which was referred to the Committee on the Judiciary.

Mr. GALLINGER presented 13 petitions of sundry citizens of New Hampshire, praying for the enactment of legislation relative to the manufacture and sale of oleomargarine; which were referred to the Committee on Agriculture and Forestry.

Mr. FRYE presented the petition of Jacob L. Crosby and 19 other citizens of Bath, Me., praying for the adoption of an amendment to the Constitution to prohibit polygamy; which was referred to the Committee on the Judiciary.

He also presented fifteen petitions of sundry citizens of Maine, praying for the enactment of legislation relative to the sale and manufacture of oleomargarine; which were referred to the Committee on Agriculture and Forestry.

#### ZERILDA COBB.

Mr. COCKRELL. For reference to the Committee on Pensions, to accompany the bill (S. 496) for the relief of Zerilda Cobb, I present the affidavits of Eliza Murphy, William Chitwood, E. A. Lee, and Alice Lee, and move that they be referred to that committee.

The motion was agreed to.

#### SIOUX INDIAN OUTBREAK AND MASSACRE OF 1862.

Mr. PETTIGREW. I ask unanimous consent to have printed as a document and referred to the Committee on Indian Affairs the history, by Samuel J. Brown, of the Minnesota outbreak and massacre of 1862. It is not long, and I think it is a very important document. It is a portion of the history that has never been written before. It ought to go into the archives of the Government.

The PRESIDENT pro tempore. Is there objection to the request of the Senator from South Dakota to print as a document the paper he sends to the desk? The Chair hears none and it is so ordered. It will be referred to the Committee on Indian Affairs.

#### REPORT OF A COMMITTEE.

Mr. VEST, from the Committee on Commerce, to whom was referred the bill (S. 4936) to provide for the construction of a bridge by the Fargo, Duluth and Northwestern Railroad Company across the Red River of the North at Fargo, N. Dak., reported it without amendment.

#### CLINCH RIVER BRIDGE AT KINGSTON, TENN.

Mr. VEST. I move that the bill (H. R. 11548) to authorize the Kingston Bridge and Terminal Railway Company to construct a bridge across the Clinch River at Kingston, Tenn., which came from the House of Representatives yesterday, be substituted on the Calendar for the bill (S. 4852) to authorize the Kingston Bridge and Terminal Railway Company to construct a bridge across the Clinch River at Kingston, Tenn., being Order of Business 1471 on the Calendar, which I reported at the last session and which is identical with the House bill, and that the Senate bill be indefinitely postponed.

The motion was agreed to.

#### CAPT. B. H. MACALLA AND COMMANDER WILLIAM C. WISE.

Mr. BACON. I am directed by the Committee on Foreign Relations to report a bill granting permission to Capt. B. H. MacCalla, United States Navy, and Commander William C. Wise, also of the United States Navy, to accept decorations tendered to them by the Emperor of Germany. Accompanying the bill are letters from the Secretary of State and the Secretary of the Navy indorsing the propriety of receiving these decorations. I am instructed by the committee to ask for the immediate consideration by the Senate of the bill.

The bill (S. 5024) granting permission to Capt. B. H. MacCalla, United States Navy, and Commander William C. Wise, United States Navy, to accept decorations tendered to them by the Emperor of Germany was read the first time by its title.

The PRESIDENT pro tempore. The Senator from Georgia is instructed by the committee to ask for the present consideration of the bill. It will be read in full to the Senate for its information.

The bill was read the second time at length, as follows:

*Be it enacted, etc.,* That Capt. B. H. MacCalla, United States Navy, and Commander William C. Wise, United States Navy, be, and they are hereby, authorized to accept, respectively, the decoration (including a diploma and insignia) of the Order of the Second Class of the Red Eagle with Swords, and the decoration (including a diploma and insignia) of the Order of the Second Class of the Royal Crown with Swords, tendered to them by the Emperor of Germany through the Department of State of the United States; and the Department of State is hereby authorized to deliver to them the decorations herein named.

The PRESIDENT pro tempore. Is there objection to the present consideration of the bill?

There being no objection, the bill was considered as in Committee of the Whole.

The bill was reported to the Senate without amendment, ordered to be engrossed for a third reading, read the third time, and passed.

#### BILLS INTRODUCED.

Mr. PENROSE introduced a bill (S. 5025) to correct the military record of Jacob S. Allen, alias Jacob Eikly; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Military Affairs.

Mr. PRITCHARD introduced the following bills; which were severally read twice by their titles, and referred to the Committee on Patents:

A bill (S. 5026) to revise the laws of the United States relating to trade-marks;

A bill (S. 5027) to regulate and protect marks, trade-marks, commercial names, and symbols used in commerce, and to enforce treaties regarding the same;

A bill (S. 5028) respecting applicants for patents not residing in the United States;

A bill (S. 5029) to give effect to treaty stipulations relating to letters patent for inventions; and

A bill (S. 5030) to revise the patent laws of the United States.

Mr. QUARLES introduced the following bills; which were severally read twice by their titles, and referred to the Committee on Pensions:

A bill (S. 5031) granting a pension to Margaret A. Potts (with an accompanying paper);

A bill (S. 5032) granting a pension to John Geibel (with accompanying papers); and

A bill (S. 5033) granting a pension to Lizzie Barrett.

Mr. THURSTON introduced a bill (S. 5034) to create a circuit court of the United States for the tenth circuit, and to create a court of appeals of the United States for the tenth circuit; which was read twice by its title, and referred to the Committee on the Judiciary.

Mr. WARREN introduced a bill (S. 5035) to provide for medical care and surgical treatment of honorably discharged soldiers, sailors, and marines; which was read twice by its title, and referred to the Committee on Military Affairs.

Mr. KYLE introduced a bill (S. 5036) granting an increase of pension to Norton Schermerhorn; which was read twice by its title, and referred to the Committee on Pensions.

Mr. HARRIS introduced a bill (S. 5037) granting an increase of pension to Aaron Gardner; which was read twice by its title, and referred to the Committee on Pensions.

He also introduced a bill (S. 5038) granting an increase of pension to John W. Burns; which was read twice by its title, and referred to the Committee on Pensions.

Mr. CULBERSON introduced a bill (S. 5039) granting an increase of pension to Lucie M. Mabry; which was read twice by its title, and referred to the Committee on Pensions.

Mr. TURNER introduced a bill (S. 5040) forbidding the payment of witness fees and mileage to Indians who instigate violations of the laws prohibiting the selling or disposal of intoxicating liquors to Indians; which was read twice by its title, and referred to the Committee on the Judiciary.

Mr. SULLIVAN introduced a bill (S. 5041) for the relief of W. D. Gibbs, jr.; which was read twice by its title, and, with the

accompanying papers, referred to the Committee on Military Affairs.

Mr. FORAKER introduced the following bills; which were severally read twice by their titles, and referred to the Committee on Foreign Relations:

A bill (S. 5042) to authorize Ethelbert Watts, consul of the United States at Kingston, Jamaica, to accept a decoration tendered to him by the Khedive of Egypt; and

A bill (S. 5043) to authorize George W. Hill, chief of the Division of Publications of the Department of Agriculture, to accept a decoration tendered to him by the Government of the French Republic.

Mr. BARD introduced a bill (S. 5044) granting an increase of pension to George W. Frasher; which was read twice by its title, and referred to the Committee on Pensions.

Mr. GALLINGER introduced a bill (S. 5045) granting a pension to Eliza N. Lord; which was read twice by its title, and, with the accompanying paper, referred to the Committee on Pensions.

Mr. HALE introduced a bill (S. 5046) to revive the grade of Vice-Admiral in the Navy; which was read twice by its title, and referred to the Committee on Naval Affairs.

Mr. COCKRELL introduced a bill (S. 5047) granting a pension to Lucinda W. Cavender; which was read twice by its title, and referred to the Committee on Pensions.

Mr. COCKRELL. To accompany the bill I present the petition of Mrs. Lucinda W. Cavender, widow of John S. Cavender, late colonel Twenty-ninth Regiment Missouri Infantry Volunteers, together with the affidavits of several physicians and the military record. I move that these papers be referred to the Committee on Pensions, to accompany the bill.

The motion was agreed to.

Mr. CLAY introduced a bill (S. 5048) for the relief of W. O. Donovan and the heirs of Lizzie M. Donovan, deceased; which was read twice by its title, and referred to the Committee on Claims.

Mr. HOAR introduced a bill (S. 5049) granting an increase of pension to Marcellus A. Lothrop; which was read twice by its title, and referred to the Committee on Pensions.

He also introduced a bill (S. 5050) granting an increase of pension to Charles A. Marsh; which was read twice by its title, and referred to the Committee on Pensions.

Mr. MASON introduced a bill (S. 5051) authorizing the Navajo and Moqui Indians to lease mineral lands within their reservations on a royalty basis; which was read twice by its title, and referred to the Committee on Indian Affairs.

Mr. FAIRBANKS introduced a bill (S. 5052) to declare the St. Joseph River in the State of Indiana, not navigable and validating structures thereon; which was read twice by its title, and referred to the Committee on Commerce.

#### AMENDMENT TO SUNDRY CIVIL APPROPRIATION BILL.

Mr. MASON submitted an amendment fixing the salary of the private secretary to the Public Printer at \$2,400 per annum, intended to be proposed by him to the sundry civil appropriation bill; which was referred to the Committee on Appropriations, and ordered to be printed.

#### SENATOR FROM MONTANA.

The PRESIDENT pro tempore. The Chair lays before the Senate a resolution coming over from a previous day.

Mr. LODGE. If the routine business is concluded, I desire to move that the Senate proceed to the consideration of executive business.

The PRESIDENT pro tempore. Does the Senator make that motion now?

Mr. HOAR. I hope before my colleague makes the motion he will yield, that I may ask that the resolution called up yesterday by the Senator from Montana [Mr. CARTER], in regard to the credentials of claimants to the vacant seat from that State, may stand over until to-morrow with the same privilege that it would have to-day.

The PRESIDENT pro tempore. Is there objection to the request of the senior Senator from Massachusetts? The Chair hears none, and it is so ordered.

#### CUBAN POSTAL SERVICE.

The PRESIDENT pro tempore. The Chair lays before the Senate a resolution coming over from a former day. Did the junior Senator from Massachusetts make a motion to proceed to the consideration of executive business, or did he only give notice of a motion?

Mr. LODGE. I intended to make the motion now. I do not know what is desired in regard to the resolution which the Chair lays before the Senate.

Mr. PLATT of Connecticut. I shall move to refer the resolution to the Committee on Relations with Cuba. I presume that will be satisfactory, perhaps, to the Senator from South Dakota.

Mr. PETTIGREW. I presume so, Mr. President. Of course

I take it for granted that the Committee on Relations with Cuba will report or act promptly upon the resolution.

Mr. PLATT of Connecticut. I think within this week the committee will be able to furnish from the committee all the information that the Senator desires.

Mr. PETTIGREW. Then, very well. Let the resolution go to the Committee on Relations with Cuba.

The PRESIDENT pro tempore. The resolution will be read to the Senate.

The Secretary read the resolution submitted yesterday by Mr. PETTIGREW, as follows:

*Resolved*, That the Postmaster-General be, and he is hereby, directed to send to the Senate all the information in his possession in relation to frauds in the postal service of Cuba.

The PRESIDENT pro tempore. Without objection, the resolution will be referred to the Committee on Relations with Cuba.

#### EXECUTIVE SESSION.

Mr. LODGE. I move that the Senate proceed to the consideration of executive business.

The motion was agreed to; and the Senate proceeded to the consideration of executive business. After one hour and thirty-five minutes spent in executive session the doors were reopened.

#### MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by Mr. W. J. BROWNING, its Chief Clerk, announced that the House had passed the following bills; in which it requested the concurrence of the Senate:

A bill (H. R. 4742) to amend section 1225 of Revised Statutes so as to provide for detail of retired officers of the Army and Navy to assist in military instruction in schools;

A bill (H. R. 7571) to prevent the failure of military justice, and for other purposes;

A bill (H. R. 8068) authorizing the board of supervisors of Pima County, Ariz., to issue fifty-year 5 per cent bonds of Pima County, Ariz., to redeem certain funded indebtedness of said county; and

A bill (H. R. 12283) in relation to the celebration of the centennial anniversary of the establishment of the permanent seat of government in the District of Columbia.

#### CENTENNIAL CELEBRATION AT WASHINGTON.

Mr. HALE. Mr. President, a bill has just come over from the House of Representatives providing for the exercises of the centennial celebration here on the 12th of this month. It is important. It simply provides for the order of exercises and the use of the Hall of the House of Representatives for the celebration. I should like very much to have it put upon its passage now. There is no objection to it.

The PRESIDING OFFICER (Mr. GALLINGER in the chair). The Chair lays before the Senate a bill from the House of Representatives.

The bill (H. R. 12283) in relation to the celebration of the centennial anniversary of the establishment of the permanent seat of government in the District of Columbia was read the first time by its title.

Mr. COCKRELL. Let the bill be read the second time in full.

The PRESIDING OFFICER. The bill will be read for the information of the Senate. Before the reading begins, the hour of 2 o'clock having arrived, the Chair lays before the Senate the unfinished business, which will be stated.

The SECRETARY. A bill (S. 727) to promote the commerce and increase the foreign trade of the United States, and to provide auxiliary cruisers, transports, and seamen for Government use when necessary.

The PRESIDING OFFICER. Without objection, the unfinished business will be temporarily laid aside pending the consideration of the bill from the House, which will be read the second time at length.

The bill was read the second time at length, as follows:

Whereas the Senate and House of Representatives have each appointed a committee to act with other committees appointed respectively by the President of the United States and by the citizens of the District of Columbia (in a mass meeting assembled), which committees have in charge the celebration of the centennial anniversary of the establishment of the permanent seat of government in the District of Columbia; and

Whereas said committees have in joint session adopted a plan of celebration which has been submitted to the President of the United States and by him transmitted to Congress, such plan proposing as a feature of the celebration the holding by the Senate and House of Representatives, jointly, commemorative exercises in the Hall of the House of Representatives in the afternoon of the 12th day of December, 1900, in honor of the centennial anniversary of the first session of Congress held in the permanent capital: Therefore,

*Be it enacted, etc.*, That the two Houses of Congress shall assemble in the Hall of the House of Representatives on the 12th day of December, 1900, at the hour of half past 3 o'clock p. m., and that addresses on subjects bearing on the celebration shall be made by Senators and Representatives to be chosen by the joint committee mentioned in the preamble; that the President and ex-Presidents of the United States, the heads of the several Executive Departments, the justices of the Supreme Court, representatives of foreign governments accredited to this Government, the governors of the several States and Territories, the Commissioners of the District of Columbia, the Lieutenant-General of the Army and the Admiral of the Navy, officers of



the Army and Navy who have received the thanks of Congress, and all persons who have the privilege of the floor either of the Senate or the House be, and are hereby, invited to be present on the occasion, and that the members of the committee from the country at large, the members of the said citizens' committee, and the chairmen and vice-chairmen of the committees of the national capital centennial are hereby granted the privilege of the floor of the House during the exercises; that the said citizens' committees shall issue cards of admission to such portions of the public galleries of the Hall of the House as may be set apart by the Doorkeeper of the House for that purpose; that the Speaker of the House shall call the assembly to order and the President pro tempore of the Senate shall act as presiding officer during the exercises; that the 12th day of December, 1900, be a legal holiday within the District of Columbia; that the Secretary of War and the Secretary of the Navy are authorized to deliver to the Architect of the Capitol, for the purpose of decorating the Capitol, its approaches, and the reviewing stands in the Capitol grounds for the occasion, such United States ensigns and flags, except battle flags, and such signal numbers and others flags as may be spared, the same to be delivered to the Architect immediately, and returned by him not later than the 31st day of December, 1900; that admission of the general public to the southern portion of the Capitol, including the Rotunda, on the said 12th day of December, 1900, shall be by card only, under the direction of the Doorkeeper of the House; that the Commissioners of the District of Columbia are authorized and directed, for the occasion, to make all reasonable regulations necessary to secure the preservation of public order and protection of life and property, and to grant authority or permits for the use of such thoroughfares and sidewalks in the city of Washington as may be necessary for parades, and that the citizens' committee are authorized to erect for the occasion a reviewing stand at the east side of or on the east steps of the Capitol.

**THE PRESIDING OFFICER.** Is there objection to the present consideration of the bill?

There being no objection, the bill was considered as in Committee of the Whole.

**MR. COCKRELL.** I should like to ask whether the bill makes the 12th day of December a national holiday?

**MR. HALE.** It makes it a legal holiday for the District of Columbia. The committee—

**MR. COCKRELL.** For all time to come, or just simply for this year?

**MR. HALE.** Only for this year. The committee that had it in charge at the other end of the Capitol—

**MR. COCKRELL.** The Senator is sure that it is only for this year?

**MR. HALE.** Undoubtedly.

**MR. COCKRELL.** If it is for all time to come, I am unalterably opposed to it.

**MR. HALE.** Let that part of the bill be read.

**MR. COCKRELL.** Let that part be read again.

**MR. HALE.** I know what the intention is. The provision in reference to the holiday is in the latter part of the bill.

**MR. COCKRELL.** I did not catch it. There were others talking equally as loud while it was being read.

**MR. HALE.** Of course, it ought to apply only to the present 12th of December.

**MR. PLATT** of Connecticut. It is on the third page of the bill. The Secretary read as follows:

That the 12th day of December, 1900, be a legal holiday within the District of Columbia.

**MR. HALE.** That is very clear.

**THE PRESIDING OFFICER.** If there be no amendment proposed, the bill will be reported to the Senate.

The bill was reported to the Senate without amendment.

**MR. COCKRELL.** I understand that the Senator from Maine, the committee, and all those interested in this matter agree that the 12th of December is not to be a permanent holiday, but only in the year 1900.

**MR. HALE.** It is so stated definitively in the bill.

**MR. COCKRELL.** I know it may be claimed—

**MR. HALE.** It is the 12th of this December. There is no doubt about it at all.

**MR. COCKRELL.** I want to have it clearly understood, because there are a little too many holidays already.

The bill was ordered to a third reading, read the third time, and passed.

The preamble was agreed to.

#### HOUSE BILLS REFERRED.

The following bills were severally read twice by their titles and referred to the Committee on Military Affairs:

A bill (H. R. 4742) to amend section 1225 of Revised Statutes so as to provide for detail of retired officers of the Army and Navy to assist in military instruction in schools; and

A bill (H. R. 7571) to prevent the failure of military justice, and for other purposes.

The bill (H. R. 8068) authorizing the board of supervisors of Pima County, Ariz., to issue fifty-year 5 per cent bonds of Pima County, Ariz., to redeem certain funded indebtedness of said county, was read twice by its title and referred to the Committee on Territories.

#### PROMOTION OF COMMERCE AND INCREASE OF TRADE.

The Senate, as in Committee of the Whole, resumed the consideration of the bill (S. 727) to promote the commerce and increase the foreign trade of the United States, and to provide

auxiliary cruisers, transports, and seamen for Government use when necessary.

**MR. FRYE.** Mr. President, I wish to call the attention of the Senate now to certain limitations upon the expenditures authorized in this bill.

There is a limitation of \$9,000,000; no more than that sum can be expended in any one year. So far as the cost to the Government is concerned, it is practically \$7,500,000, because these ships are required to carry the mails without charge. I think last year the mail pay was about \$1,400,000, and in a year or two years it will amount certainly to the \$1,500,000.

This limitation was placed in the bill by the Senate Committee on Commerce. It was in response to one of the misstatements and exaggerations about this measure that it would cost us \$50,000,000 a year, and I have seen a declaration that it would cost a hundred million dollars a year. There seems to be no method whatever in the madness of the critics of this bill.

The general committee of which I have spoken approved of that limitation without any hesitation, and they did it on this theory: We have been building in our shipyards the last twenty years possibly one merchant ship for the foreign carrying trade a year. I notice by the report of the Commissioner of Navigation that during the last ten years we have constructed about ten thousand of tonnage a year. Ten thousand tons would be the carrying capacity of about one low-power freight ship in modern times.

Now, Great Britain in the same time has been building these ships—low-power freight ships—by the wholesale. You would find in a single yard there fifteen or twenty merchant ships of the same tonnage, plans, dimensions, and speed. It is entirely clear that if you build ships by the wholesale you can construct them much more cheaply than you can where you have but one in your yard. For instance, take it in one of our shipyards now, one with which I am somewhat familiar. There are on the stocks a yacht, a side-wheel steamer, a barge, a torpedo boat, a schooner, and a bark. You put the mechanics upon the yacht and they must finish it as completely and as carefully in every appointment as you would one of the finest parlors in an American palace. They get into the habit of that finish. You put them immediately on a tramp ship, which is finished in the rough, practically, and half of their time for weeks is wasted in adapting themselves to the new work.

I was talking with a shipbuilder a few days ago, and he told me that in building two ships instead of one he could afford to make a discount of 10 per cent. He said that the same plans for the ship and the same patterns for all machinery could be used for the two, and that that would be a saving of nearly 10 per cent. Now, these skilled men on the general committee said they had no doubt at all that if this bill became a law and was the success they expected, in five years from now, with our immensely increased shipyards, with the increased competition, and with the building by wholesale instead of by retail, we would construct these ships as cheaply as Great Britain.

This \$9,000,000 limit will not be reached before five years from now. When it is, the Secretary of the Treasury is instructed in this measure to reduce pro rata the bounty sailing and the premium speed pay. The result of the limitation will be undoubtedly that in five years, the following years of five—because the bill limits the power of the Treasurer to make contracts to ten years—the five following years there will be annually a reduction in the amount which the Secretary is authorized to pay to these ships. So, no friends of the bill feel that there is any danger whatever in this limitation of \$9,000,000.

The American ships which are to receive the advantage of this pay are those to be registered and to engage in the foreign carrying trade. They will be required to file with the Secretary of the Treasury a satisfactory bond that within the next five years they will build in our own yards 25 per cent more of tonnage than they register and engage in foreign trade. They will receive no pay on the extra tonnage until it is completed and ready to carry.

Later on in the bill there is a provision admitting certain foreign-built ships to an American registry. There is a limitation upon the amount of the pay to be made to them of 50 per cent, and the Secretary of the Treasury is instructed to pay to them no part of the subsidy until they have duplicated the tonnage so admitted in our yards. The Secretary of the Treasury is to retain all those foreign-built ships, after they are registered here, would earn each year until they have made that duplication. Of course, when one ship is brought in under the registry and one of the same size, speed, and tonnage is constructed here, then they will receive their 50 per cent pay on the foreign-built ships and the full pay on the one which is constructed here.

**MR. HALE.** Will my colleague yield to me?

**THE PRESIDING OFFICER** (Mr. GALLINGER in the chair). Does the Senator from Maine yield to his colleague?

**MR. FRYE.** With pleasure.

**MR. HALE.** Will my colleague tell the Senate what were the considerations moving the committee that led them to put in this provision for the admission of foreign-built ships?

Mr. FRYE. I will do that with pleasure a little later on when I come to that section.

There is another limitation contained in the bill that no ship shall be paid for more than 16 entries—that would be 16 trips—in any one year. I wish just here to call the attention of the Senate now to this fact. Senator Edmunds drafted this bill, and it may be unnecessary for me to say that he protected with steel armor the Government of the United States against all chances for fraud or evasion, as Senators will find when they read the bill in full.

There is an amendment proposed here touching American vessels. It is that those registered prior to January 1, 1900, shall not be paid the subsidy for more than ten years. Those built and registered after January 1, 1900, the Secretary may make contracts with for twenty years. The reason for that is this: Many of these ships have been in business for five, six, eight, and ten years, and the practical life of a ship is twenty. It was not deemed by the Senate Committee on Commerce that it was wise to take a ship, for instance, ten years old, and authorize a contract to be made with it extending over twenty years. The only division that could be made, entirely logical, was to take the ships which were in existence before this bill became a law or before January 1, 1900, and draw the line there.

There is another amendment on page 3, to which I will call the attention of the Senate. It requires these ships to carry as freight, sailing from a port in the United States to a foreign port, 50 per cent of their gross tonnage. The reason, if there is any reason for such an amendment as that, was that it was asserted, broad and large, that these ships would run, under the subsidy provided for, with a couple of barrels of flour and one passenger from a port of the United States to a foreign port and back from a foreign port to the United States—a mere sentimentality, the absurdity of which can be seen in one moment by just one ship which I will take as an example. I have quite a number of them, but I will take only one—a ship of 3,500 tons, a low-powered freight ship, running in ballast across the Atlantic Ocean and back.

The expense charged up against that ship for that voyage would be \$18,805. The subsidy paid to the ship would be \$3,344. The balance against the ship and the loss on that single voyage would be \$15,461. So Senators will see that it would not take many trips of such a ship as that to conclude her ship existence.

The amendment which has been offered by the committee, in my opinion, requires still further amendment, and for this reason: This requires 50 per cent of the gross tonnage in freight. Take a low-powered freight-carrying ship, *The Pleiades*, about a three or four thousand ton ship, and this requirement here would simply compel her to take an outgoing cargo of 20 per cent of her carrying capacity. Take the ship *St. Louis*, and the same requirement would compel her to take a cargo to the extent of her entire carrying capacity.

Now, the ships from 16 knots speed up to 21 knots, inclusive, will all undoubtedly be mail ships. The *St. Louis*, for instance, would, of course, be a mail ship. She would be compelled by the Government to sail at stated times, whether she had any cargo or not; and this requirement of the low-powered ship to take but 20 per cent and of the highest powered ship to take the entire cargo capacity is clearly entirely unjust and indefensible.

I shall submit to the Committee on Commerce to-morrow morning at its meeting an amendment to be substituted for this—an amendment which will provide that all ships shall take 50 per cent of their cargo capacity when leaving a port of the United States for a foreign port. That will increase the amount of cargo which must be taken, but it will so distribute it amongst the various ships that there will be no inequality or injustice; and I hope the Senate Committee on Commerce will adopt the amendment.

There was an amendment to clause E proposed by the Senate Committee on Commerce where the limitation of \$9,000,000 was contained. The amendment reads:

Of which \$9,000,000 not more than \$2,000,000 shall, in respect of any one fiscal year, be paid as compensation to the vessels described in paragraphs 8 and 9 of clause b of this section—

That is, to the two higher powered ships—

and of which \$9,000,000 not more than 70 per cent shall be expended in any one fiscal year in respect of vessels engaged in the Atlantic Ocean trade, except in case the Pacific Ocean trade shall not require, in respect of the vessels engaged in said last-mentioned trade, the expenditure of the whole amount of 50 per cent of said \$9,000,000 in any such year.

That amendment was agreed to by the committee in answer to certain criticisms, which were raised by friends of transportation in the Pacific Ocean, that there was danger that the Atlantic trade, which to-day so much exceeds the Pacific and has so many more ships in it, would consume the entire \$9,000,000 and leave nothing for the Pacific. The Senate Committee on Commerce was very desirous, indeed more desirous, of building up the transportation in the Pacific than they were in the Atlantic. They regard it as now of more importance than the trade in the Atlantic, and they very readily agreed to this amendment providing that no greater sum than is mentioned here should be expended in the Atlantic in any one year.

Section 2 is also an amendment proposed by the Senate Committee on Commerce, which provides that no ship shall receive any of this pay, either bounty, sailing, or speed premium, unless it is rated A1; in other words, unless it shall be a first-class ship in every respect.

Section 4 contains a provision by which, if a ship is lost, another of like tonnage and speed may be substituted in her place.

Section 5 provides that at least one-fourth of the crews of all these aided ships shall be American citizens; and we have a law, to which reference is made here in this bill, which requires that all the officers of American ships shall be American citizens.

Section 6 provides for the usual naval tests as to the speed of these vessels.

Sections 7 and 8 provide bounties for fishing vessels and for fishermen. I do not think it is necessary for me to argue to the Senate that this is a valuable provision. In all of the wars this country has ever been engaged in on the ocean I think that the fishery fleet have furnished more and better sailors than have been found anywhere else. I remember that General Knox applauded the Marblehead fishermen in a speech he made for the wonderful ability, courage, and fidelity they displayed in the war of the Revolution. The bill simply gives a bounty of \$2 a gross ton on the vessel which is engaged for three years.

Mr. PLATT of Connecticut. Does that come out of the \$9,000,000?

Mr. FRYE. No; I do not think so. It pays, also, to each American sailor on a fishing vessel for three months' service \$1 a month during the time necessarily employed in the voyage of such vessel. That will take about one hundred and seventy or one hundred and seventy-five thousand dollars a year. I am sorry to say to the Senate that our fishing fleet is gradually being reduced year by year.

Mr. HALE. What does the Senator understand the scope of the phrase "deep-sea fisheries" to be?

Mr. FRYE. I understand it to refer to fishermen on the Banks. It is used to distinguish it from inshore.

Mr. HALE. To those on the Banks, and not to the mackerel fishermen?

Mr. FRYE. No.

Mr. HALE. Although that may be deep water. But this refers to the Newfoundland Banks?

Mr. FRYE. I am inclined to think if the mackerel fishing was pursued on the deep sea it would receive the bounty.

I wish to call the attention of the Senate to what other nations are doing in this regard. Canada's judicious use of the Halifax award of \$5,500,000, paid by the United States in 1878, is shown by the latest report of the Dominion department of marine and fisheries. That report shows that from 1882 to 1897, inclusive, Canada has paid \$2,521,909 in fishing bounties. The value of the catch in 1897, the last year reported, was \$22,783,546, the largest recorded in the report. The bounty paid was \$157,504, fishing vessels receiving \$1 per ton, and fishermen \$6, or about \$1 a month of actual service.

Of Germany's efforts, the British commercial attaché at Berlin has reported this year:

The large falling off in the sailing tonnage of the German mercantile marine is considered to be unsatisfactory from the point of view of training crews for sea service, and it is partly on account of this consideration that the Government now does a great deal to develop the fishing fleets of the Baltic and North seas.

The French consul at Dusseldorf reports that in about ten years Germany has spent upward of \$3,000,000 in opening up fishing harbors, and that at the Geestemunde Harbor the sales increased from 5,864 hundredweight in 1888 to 274,950 hundredweight in 1895. France in 1897 spent 620,935 francs directly in encouraging fishing vessels, besides more liberal bounties on the exported catch, and Japan last year voted \$75,000 per annum to develop deep-sea fisheries, an incident to maritime strength.

This bill proposes to expend about \$170,000 annually on American fisheries by precisely the same method Great Britain has employed for years in supporting Canadian fisheries. It must be remembered that our fishing vessels are compelled to pay a fishing license to purchase bait in Canadian waters.

I have forgotten exactly what that license for our fishing vessels is. Does my colleague remember it?

Mr. HALE. No; I do not now remember just what it is.

Mr. FRYE. My impression is that it is quite large, but I have forgotten the amount.

Section 9 is a section of exclusion. It excludes all vessels not in trade. Of course, that means yachts. It excludes vessels which under our statute have been wrecked on our shores and have been admitted, after an expenditure of three-quarters of their value has been laid out upon them here, to an American register. It excludes a vessel employed in the coasting trade, as a matter of course, because coasting vessels are protected absolutely now against any intervention from foreign ships. It also excludes—

A vessel on a voyage during any part of which she shall have carried passengers or cargo which under the laws of the United States could not



lawfully have been carried by a foreign vessel, or a vessel employed in the fisheries.

That peculiar language there is used because we found some few years ago that foreign ships were evading the coastwise law by carrying material or freight from one port of the United States to a foreign port and bringing it back to a home port again. Congress passed a law prohibiting that, and that is a reference to that law.

"D" excludes vessels between ports on the Atlantic coast and ports on the Pacific coast. They are coastwise, and coastwise whether they land the cargo at Panama and transport it across the Isthmus by rail and then reload and take it to San Francisco or elsewhere on the Pacific coast. Also—

(e) a vessel owned by a citizen of the United States which shall not be entitled under the provisions of section 4131 of the Revised Statutes of the United States.

The statute referred to is that which requires certain officers to be American citizens—all watch officers, etc.

"F" excludes all vessels sailing not more than 150 miles. That applies to all the vessels upon Puget Sound from Tacoma up to Vancouver or Victoria. They are not much more than ferries. Also to vessels, for instance, in Maine from Eastport to St. John.

Mr. PLATT of Connecticut. What about vessels plying between Habana and Key West?

Mr. FRYE. It excludes those.

(g) A vessel on a voyage less than one-half of the whole length of which, on her outward and homeward voyages, respectively, shall have been on the sea, between a port of the United States and a foreign port.

That excludes vessels from the Great Lakes through the Welland Canal to Montreal.

Now I come to section 10, which admits foreign-built ships to American registry. There are three classes. The first is, ships engaged in an established freight business before January 1, 1900, that business being from ports of the United States to foreign ports, a majority of the ownership being in American citizens; second, also ships actually under construction by American citizens in foreign shipyards January 1, 1900; third, ships actually contracted for by American citizens in foreign yards before January 1, 1900; and it provides that all these ships must be rated A1, as first-class ships.

The reasons for that may be possibly partly sentimental. It has been utterly impossible for an American citizen, under existing conditions, to invest his money in American ships to engage in the foreign carrying trade. I think I must have satisfied Senators yesterday in that very long speech, which I wish to apologize for, that it was utterly absurd for an American to think for a moment of putting any money, under present conditions, into a ship which was to sail from our ports to foreign ports. The only way we have lived at all in this trade is that we have a few sailing ships engaged in it.

Mr. PLATT of Connecticut. Will the Senator allow me?

Mr. FRYE. In a moment. These ships have taken cargoes of coal from the Atlantic side around the Cape and up to San Francisco, and then have registered and gone on voyages to foreign ports, being part coastwise and part foreign. Now I will yield to the Senator.

Mr. PLATT of Connecticut. Perhaps the Senator was going to allude to it, but I wish to inquire why was the date January 1, 1900, fixed?

Mr. FRYE. We were obliged to fix a date in order to be at all certain of how many ships this would include. If the bill was an invitation—and I am afraid it will not prove to be much of an invitation—if it was an invitation or a temptation to place these ships under the American flag with an American registry, then there might be a great many contracts made, of which we have but little knowledge, and we could make no real, genuine calculation as to what the requirements of the bill would be.

Mr. PLATT of Connecticut. But suppose a contract had been made in good faith by American citizens for the building of an American ship in a foreign yard, and concluded on the 1st of April last. Why would not that ship be just as much entitled to these advantages as if the contract had been made before the 1st of January, 1900?

Mr. FRYE. Suppose it was three months later, or four months. You might have made it the 1st of April, to be sure, but here was the bill pending. Everybody in the country knew what the bill was and what its terms were, and we desired to have a fixed limit, as nearly as it could be fixed, of the ships built in foreign ports which would be admitted to an American registry.

I was saying that perhaps part of this is sentiment. These men have been compelled if they wished to engage in shipping—and many men think that they can do nothing except on the sea—to go abroad to buy their ships, and, on account of operating expenses, to run them under foreign flags. We thought it would do no harm to admit such ships as those of the highest class to an American register.

Then again we were desirous of obtaining within the next five years as many ships under the American flag engaged in the for-

eign trade as it was possible to do. The requirement upon these shipowners is that they shall build here an equal amount of the same kind of tonnage for every ship which is registered here. They shall have ten years in which to do it. The best calculation that we could make was that about 350,000 tons would be so registered. If there were, that would require in ten years the expenditure of about \$50,000,000 in our American shipyards by American citizens. It would more than double the present capacity of our shipyards; it would employ many thousands more men, and it would create an enormous industry of infinite value in all the future to our country, both in times of peace and in times of war.

The objection has been made to that since, or it has been asserted since, by men of intelligence that 500,000 gross tons of ships will come in under that provision. That would be a carrying capacity of about 700,000 tons. I shall submit to the Senate Committee on Commerce to-morrow a substitute for this provision. One can be drafted without difficulty which shall make it absolutely certain just how many ships will come in under this provision.

Mr. PERKINS. Mr. President—

The PRESIDING OFFICER (Mr. BACON in the chair). Does the Senator from Maine yield to the Senator from California?

Mr. FRYE. With pleasure.

Mr. PERKINS. If the Senator please, I should like to ask why the committee reduced the ownership in corporations operating foreign-built ships from 80 per cent to a bare majority. One of the strongest features of the bill is that it encourages American shipbuilding. If you permit foreign ships to come in, there will be no necessity for us to build any more ships.

Mr. FRYE. But they are compelled to build just as many more in our shipyards. As I said a moment ago, under this bill if 300,000 tons come in, they must build within ten years at least \$40,000,000 worth of ships in our yards, or else they will not get a dollar of this subsidy, and the registration under the terms of the bill will be revoked. That is provided for.

Mr. PERKINS. Those vessels were built by foreign mechanics.

Mr. FRYE. I will tell the Senator why I was willing. I think a majority is more logical than any particular per cent—80, 90, 70, or any other which might be named. Nearly all of the lines that would come in under the provisions of this bill are owned entirely by American citizens, with the exception of what little is required to be owned abroad in order that they may be able to sail under foreign flags. But I know of one line with a few very fine vessels where it was not certain that 60 per cent or 70 per cent would cover it. I was certain that 50 per cent would. So far as I was concerned, I was entirely willing that that line should come in and build four ships like the ones they have now in use.

Mr. HALE. Before the Senator leaves this most interesting feature of the bill I desire to say to him that while I am in entire sympathy with him on the general purposes of the bill, as so completely stated by him yesterday, I am troubled by the feature of introducing into the bill the provision for foreign-built ships. The Senator says that the provision for admitting foreign-built ships is accompanied with another provision that an equal amount of tonnage shall be built by the owners of the ships in our shipyards.

With the provisions that have been so carefully incorporated into the bill to equalize the difference, as he stated yesterday, between the cost of building and the cost of running, does the Senator think that without this provision for foreign-built ships there will not be in the next five years a very large addition to our marine of American-built ships? If he does, then the bill fails of its original purpose, and I want to call his attention to this point. I should like to have him state, because he has made himself master of this question, whether what is set forth in the memorial I have here is true:

We, the undersigned builders and owners of American vessels, respectfully petition that the provision for the admission to American registry of and payment of bounties to foreign-built vessels be stricken from the shipping bill now before Congress, being unqualifiedly opposed to the depletion of the United States Treasury in aid of foreign shipbuilders.

Accompanying that protest is a statement which perhaps the Senator has heard, and I should like to have him tell us whether he believes it is correct. The statement is that already, in view and expectation of the passage of this bill, parties who are urging this provision for foreign-built ships are engaged in building a great many ships in foreign yards which will come in and get the benefit of this bill the moment it passes. I am going to turn these papers over to my colleague, because I want him to have them before the Committee on Commerce to-morrow morning. They represent to me that the bounties that will be paid under the bill for the foreign-built ships which are now being constructed in view of the passage of this bill will amount to more than \$3,000,000.

Now, I do not think my colleague, who has most faithfully studied this question and who believes not in free ships, but in American-built ships, would urge upon the Senate the passage of a bill that would result in the great bulk of the subsidy being



turned over immediately to foreign-built ships. As I said, I am going to turn these papers over to him unless he already has copies of them, in order that when this matter comes up, as he indicates it will be up in the morning, before the Committee on Commerce it may be thoroughly looked into.

Mr. JONES of Arkansas. Will the Senator from Maine tell the Senate from what paper he has read?

Mr. HALE. I read from an original petition of shipbuilders, this particular one being signed, I should think, by forty or fifty, perhaps sixty, shipbuilders. Then accompanying that is a document giving the figures I have indicated of the amount that will be paid to these foreign-built ships, and in that reference is made to the report of the Commissioner of Navigation for 1899, in which lists are given of these vessels now being constructed in foreign yards to come in and take this bounty as soon as the bill passes. That is a new feature to me, Mr. President.

Mr. JONES of Arkansas. All that would be of interest to the entire Senate as well as the Committee on Commerce, and I hope the Senator from Maine will let it all be printed in the RECORD.

Mr. MONEY. Now.

Mr. JONES of Arkansas. Now.

Mr. MONEY. Will the Senator from Maine allow me to ask him for information whether or not these foreign-built ships, which he says are being built with a view of getting the advantage of this bounty, are to sail under the American flag by some act admitting them to registry?

Mr. HALE. The provisions of the bill cover that.

Mr. MONEY. They do?

Mr. HALE. They are admitted to the privileges of our flag.

Mr. MONEY. How does that encourage American shipbuilding?

Mr. HALE. The Senator can answer that better than I.

Mr. MONEY. I will ask the Senator to do so.

Mr. JONES of Arkansas. I hope the document referred to by the Senator from Maine will be printed in the RECORD. It contains information which would be valuable to the entire Senate.

Mr. FRYE. I do not regard it as of any particular value.

Mr. JONES of Arkansas. Before the Senator proceeds, may I ask the senior Senator from Maine if the document referred to by him will be printed?

Mr. HALE. I have not got this in form. I have the big document here. I do not know what I should want to put in.

Mr. JONES of Arkansas. I do not refer to the report of the Commissioner. All I ask for is for the printing of the document from which the Senator from Maine quoted.

Mr. FRYE. I think Senators opposed to the bill will be flooded with all such documents before the debate is closed.

Mr. JONES of Arkansas. I should like to have this printed now.

Mr. FORAKER. I should like to ask, if the Senator from Maine will state it, what is the amount of the tonnage referred to in the communication he has?

Mr. HALE. It says:

The International Navigation Company, for example, is now completing in English yards 44,000 tons of high-class steamships (the *Zeeland*, *Haverford*, *Merion*, and one not yet named), and these results of the expenditure of millions of American money in foreign yards will be ready to begin drawing American bounties as soon as this bill becomes law.

Mr. FRYE. It is not true at all.

Mr. HALE. That is what I want the Senator to state to the Senate.

Mr. FRYE. Under the provisions of the bill they can not draw a cent of bounty until after they have built an equal amount of tonnage in American shipyards.

Mr. HALE. The provision is that the money shall be held in the Treasury until they build the ships.

Mr. FRYE. Until they build the ships; and, so far as I know, there are now two freight ships of 20,000 tons each building in American yards, the largest ships ever built in the world, which will come under the provisions of this bill undoubtedly, and ought to come under the provisions of this bill.

Mr. HALE. They are being built here.

Mr. FRYE. In American shipyards.

Mr. TELLER. Where?

Mr. FRYE. New London, Conn.

Mr. HALE. They ought to come in.

Mr. FRYE. Of course they ought to come in, and my judgment is that this foreign tonnage referred to here ought to come in to enable us within five years to have a respectable and encouraging fleet of our own to carry our commerce abroad. We have about 800,000 tons, or a little more than that, now. You admit 300,000 tons from abroad. They must build 300,000 tons here. That gives us 600,000 tons of first-class ships, which, added to your 800,000, makes 1,400,000 tons. Add to that 300,000 tons, built in your own country, and you are getting a very respectable carrying fleet for our country under the provisions of this bill.

If you simply call upon the United States to furnish these vessels, under the provisions of the bill they are required to furnish only 25 per cent more of tonnage for each vessel that receives pay

under the provisions of the bill, and you would be ten or fifteen or twenty years in getting what would be an encouraging fleet of vessels, which would be an inducement to others to invest their capital in this sort of business. American capital has been slow and will be slow to invest. It has been investing in railroads and all that sort of thing. You can not hire a dollar here on ship security short of 6 per cent a year.

The International Line go to Great Britain, build a ship there, and hire for 3½ per cent interest. They must pay in this country 6 per cent. Why? Because we have been entirely out of the habit of having anything to do with ships on the ocean, and we must induce Americans to take an interest in this kind of investment. My judgment is that the building of \$40,000,000 worth of ships in our own shipyards, doubling their capacity, and more, too, will attract the attention of American capital, and that we will go on and make the bill ultimately a profound success. That is what I am after. It will not be a success—that is, you will not get fleet enough to carry all your exports in the next five years or ten years.

I desire a bill which, through its provisions, shall in twenty or thirty years place us on the ocean where we legitimately belong, carrying all our exports to all the foreign ports of the world. I said before the Senator interrupted me that I proposed to bring this matter to the attention of the Committee on Commerce tomorrow morning, not that we should decline to admit any foreign-built ships to American registry, for I do not believe in that, but in order that we may draft a provision by which there will be no guesswork whatever as to the amount of foreign-built ships which shall be registered in our country. I have already stated that the foreign-built ships are to receive only 50 per cent of the bounty.

Now, I wish to say right here that, being in favor of registering these ships, I have great fears that we will not succeed under the terms of the bill in doing it to any great extent. There is the Grace Line between New York and Chili, a valuable line to American commerce, owned entirely by American citizens—Mayor Grace, of New York. His son is engaged in business with him. He was over here two or three days ago, and informed me that they had investigated this subject with great care and that they could not afford under the terms of the bill to register their line of ships in America, and that they should not do it.

Mr. Baker, of the Atlantic Transport Company, told me a few days ago that he could not possibly, under the terms of the bill, register all of the ships in his line, because they get only 50 per cent, and, in his judgment, the whole amount paid here does no more than to equalize foreign and American ships.

Mr. HALE. That is the Atlantic Transport Company?

Mr. FRYE. Yes; the Atlantic Transport Company. The American Line informed me that at least ten of their ships would never be admitted to American registry; that about six, I think, or seven, under the terms of the bill, would be, and that the amount admitted would compel them to build \$14,000,000 worth of ships in our yards.

Section 11 requires an inspection of the foreign-built ships.

Section 14 requires all of these ships to—

carry on each foreign voyage as a member of the ship's company one American boy, under 21 years of age and suitable for such employment, for each 1,000 tons gross registered tonnage, which boys shall be taught in the duties of seamanship, or engineering, or other maritime knowledge, as the case may be, respectively, and receive such pay for their services as shall be reasonable.

Mr. HALE. What section is that?

Mr. FRYE. Section 14.

Mr. HALE. What page?

Mr. FRYE. Page 20. That, in the course of five years, if the bill was a reasonable success, would result in at least a thousand of our boys being trained and educated on shipboard.

Section 15 provides for the employment of these vessels as auxiliaries of the Navy under the usual terms. There is a proposed amendment at the close of this section.

Mr. TELLER. What print has the Senator? It is different from mine.

Mr. FRYE. This is the last print of Senate bill 727.

Mr. TELLER. The print of February 26?

Mr. BEVERIDGE. It is at the bottom of the page.

Mr. FRYE. The last clause of that section is a proposed amendment, as follows:

In case of any taking or employment as provided in this section the shipping obligations of the officers and crews existing at the time shall be deemed to have terminated.

Of course, such a provision was entirely unnecessary, but the seamen's attorney, who has been in Washington for the last ten years, in a published statement declared that the bill provided for the impressment of sailors, and that amendment was proposed to take from the bill all such fear.

Section 17 provides that all of these vessels when required shall carry the United States mails without pay, and furnish all the necessary accommodations, carrying messengers, and all that sort of thing.



Section 19 provides for a forfeiture in the event that the contracts upon the part of the ship contractors are not faithfully carried out.

I believe I have now said all I desire to say in relation to the bill.

Mr. FORAKER. If it will not interrupt the Senator from Maine, I should like, before he passes from his explanation of the bill, to call his attention to a criticism I have heard upon it, and I call the Senator's attention to it in order that he may make answer to it in connection with his remarks. As I understood the Senator to say a while ago, one of the apprehensions he has as to the operation of the bill is that it will not bring into American registry foreign-built ships to the extent that has been expected or contemplated, reciting some facts in that connection.

The criticism I have heard upon the bill would seem to be a proper one to be considered in that connection. It is that there is a limitation and restriction in the provisions of the bill as to the admission of foreign-built ships to American registry, of this character, namely, that none shall be admitted except only those which are foreign built and American owned at the time of the passage of the bill or at a date named in the bill, or such as are actually under construction, coming within that description, at the date named. It is contended by those who criticize the bill on that account that it stands in the way of the development of our merchant marine.

I call the Senator's attention to it because I have seen that repeatedly in the newspapers and because quite recently a gentleman from Boston, Mr. Henry W. Peabody, has been going about over the country making some addresses. He made one at Cincinnati and he made one at Chicago. I heard the one at Cincinnati, and this was the point upon which he particularly dwelt. It may be that the Senator on yesterday, when I had the misfortune to be absent from the Chamber, commented upon this point. If so, it is unnecessary for me to have him do so again; but if he has not paid particular attention to it, I should be glad if he would do so. While it does not trouble me particularly, I know it has troubled some people who are very warm friends of the proposition, stated generally, to restore the merchant marine.

Mr. FRYE. I have been all my public life contending against the doctrine of free ships. I fought most vigorously every proposition for rehabilitating our ships that were practically compelled to go under a foreign flag during the civil war. I never yielded until the dead failure of a subsidy bill, on which I had spent an immense amount of time and as to which, and an accompanying bounty bill, I had great hopes that they would, if they became law, be a great success, and that we would once more occupy the position such a nation as this ought to be on the ocean.

When I found that it was a dead failure, caused by amendments without reason or rhyme, the proposition was made to admit the *New York and Paris*. First the proposition was made to admit the entire fleet, with an agreement that they would build corresponding tonnage in the United States. I finally consented to favor the admission of two of the best of their ships, with the agreement that they would complement them here with two more of like speed, etc. In that way we succeeded in having a line between our country and Europe by which, if we wished to go abroad, we could sail under the American flag, and it removed to some extent my prejudices and induced me in this measure, in my anxiety to have it a success as early as possible, for the reasons I stated just now, to consent to a certain fixed number of ships which should receive an American register.

I would not dare follow Mr. Henry Peabody. I have known him; I have heard all of his arguments; I have had all of his pamphlets; he has been before our committee; I know everything he says, and I do not at all yield my judgment to him in this matter. He is, I believe, a free-ship advocate. I do not myself pretend to have great knowledge of shipping affairs, but for twenty-five years my attention has been very largely absorbed in commercial questions, and especially in those relating to shipping, and I am happy to say that I never yet have reported from the Committee on Commerce a bill to the United States Senate touching ships that has not passed this body.

I regard that as a very great compliment to what little knowledge the Senate may think that I have about shipping matters. I do not believe in Mr. Peabody's proposition. I do not believe it would be safe or wise to adopt it. I believe it is the next thing to free ships. I do not suppose there ever will be, under this bill, another foreign-built ship admitted to American registry—

Mr. TELLER. How is that?

Mr. FRYE. I do not believe there will ever be another foreign-built ship admitted to our registry, if this bill becomes a law, other than those which are provided for in it.

Mr. TELLER. Oh! That is what I did not understand.

Mr. FRYE. I believe that the result, if this becomes a law, will be such a picture to the American people that with the enormous capital we have now in this country, with nothing hardly for it to invest itself in, it will flow toward the ships of

the ocean, where it has refused absolutely to go up to the present time.

Mr. TELLER. Why?

Mr. FRYE. Because their attention is drawn now largely away from the railroad investments and—

Mr. TELLER. What I meant to ask the Senator is why capital has refused to flow toward the building and running of ships?

Mr. FRYE. Because there was more money in other things. There was money in coastwise ships and lake ships and capital flowed thitherward freely.

Mr. TELLER. I wish to ask if it will not be necessary that we shall make some arrangement by which money can be made in building and running ships before money will flow there.

Mr. FRYE. The men who are building and running ships, and who ought to know, believe that under the provisions of the bill capital will go into the business to the full extent that it is needed. They believe that the bill will do what it professes to do—restore the American merchant marine to the ocean. They are willing to take their chances and to come under contracts to build this enormous amount of American tonnage. They know where they can get capital. They are willing to establish lines to South America and across the Pacific to the Orient. They know perfectly well that at any rate for three or four years it is to be one of the fiercest fights—I mean a commercial fight—that has been seen upon the ocean; that Germany and Great Britain and Norway and other countries are not going to surrender to us if they can help it.

You know perfectly well that when we subsidized the Collins Line Great Britain immediately doubled the subsidy to the Cunard Line, and the Collins Line in eight years was driven away from the ocean. That attempt is to be made here. But these men, who ought to know, and who are going to invest their money, are the men who are willing to take the risk of undertaking to restore the merchant marine under the conditions of this bill.

Mr. TELLER. I should like to ask, if the Senator will let me interrupt him, whether he does not think when that financial competition begins between the shipowners of Europe and the United States, and they double their subsidy, as he says they did, and as very likely they will, that they may drop their freight rates and their passage rates to such an extent as to make the investment unprofitable; and if these people will not then come here and ask us to double their subsidy too. Will we not be in the position of having induced them to go into it, so that they can appeal to us to give them a remuneration for their capital by giving them an additional subsidy; and are we not likely to get into a good deal of difficulty about this matter?

Mr. FRYE. We are not establishing in this bill, if the Senator please, one line from New York to Liverpool. We are hoping to establish lines to all the commercial ports of the whole world. When Great Britain had the Cunard line running between Liverpool and New York, and it was the only line there, and we put on a line which jeopardized it, she could well afford to double that subsidy. But when we are having lines running to all the commercial ports Great Britain will never dream of doubling the subsidies which she is paying now, and making them ten or fifteen million dollars instead of what she is paying to-day.

Our safety lies in that. It is in the multiplicity of the lines. If we under this bill were going to establish only one line, like the Collins, I should agree entirely with the Senator. They would drive us off the ocean; I have no doubt about it at all. But under the provisions of this bill, if it is successful, as we hope it will be, and as these gentlemen believe it will be, I have not any fear of that at all.

I said yesterday, and I fully believe it, that in less than three years the competition which will result on account of the provisions of this bill, if it becomes a law, will reduce freight rates across the ocean to the world 25 per cent. They can stand a 25 per cent reduction to-day on the Pacific. There is where the profits are made to-day in ship sailing and carrying freight.

Mr. TELLER. How about the Atlantic?

Mr. FRYE. On the Atlantic ships are carrying, or two years ago were carrying, as low as they could profitably; but these rates have increased very largely since the Spanish war.

Mr. HANNA. One hundred per cent.

Mr. FRYE. One hundred per cent. I understand. The withdrawal of so many ships, first by the United States for sea transport and collier service in the Spanish war and then by England of her transports for the Boer war, has made us short of ships. We were exporting coal, but we had to stop. The freights went to that extent of increase we could not afford to do it. That there will be a reduction of freight rates of 25 per cent in two or three years I have not the shadow of a doubt, and I argued yesterday that the producer would get the entire benefit of that reduction, while in a bounty paid to ships he will get absolutely nothing.

Mr. TELLER. The reduction that you prophesy is from present rates to 25 per cent?

Mr. FRYE. No; I prophesy it from the normal rates.

Mr. TELLER. The former rates?



Mr. FRYE. The former rates; the normal rates.

Mr. MONEY. Mr. President—

The PRESIDING OFFICER. Does the Senator from Maine yield to the Senator from Mississippi?

Mr. FRYE. I shall be delighted to hear the Senator.

Mr. MONEY. If it will not interrupt the Senator, I should like to ask a question. He was asked if the English Government would not double the bounty in order to still further compete. The Senator replied that when they had a single line they could afford to do it; that when an American line was put on which jeopardized the interest of the Cunarders, then the British Government doubled its subsidy.

Mr. FRYE. It was the Collins Line.

Mr. MONEY. But the Cunard Line was threatened?

Mr. FRYE. Yes.

Mr. MONEY. The Collins Line was put on. Is not the Senator aware of the fact that the British Government discriminate in favor of some lines of their own against other lines of their own as well as of other nations, and to such an extent that they have even doubled the postage from the home countries to the Australian colonies on some lines in excess of that over others? They have not only continued these discriminations as to foreign ships but as to their own, and as a matter of fact they have charged doubled postage on a route over the postage on another route in order to build up a certain route. Of course, we are not going to follow the example of Great Britain in a matter of that sort.

Mr. FRYE. I am persuaded now that while the policy pursued by Great Britain, and commenced many and many years ago, was a good policy for her, establishing certain lines to her colonies and elsewhere and paying them large subsidies, and while I think that policy worked admirably for her, I do not think it would work well in this Republic.

I think the law here should give every man the same chance that any other man has. Any man who has money should be permitted to put it into a ship and establish a line if he pleases. Any corporation should be permitted to do it. Take our American Line from New York to Southampton. That receives \$750,000 a year for carrying the mails. It is a losing game for the ships. While the company receives that amount of money, and no other company could receive anything because the contract is with that company, of course you never will have another line established.

Under this bill there is the same invitation to all men and to all corporations. Nobody is selected as England selects them and then adjusts the subsidies as she pleases, as the Senator from Mississippi says. I know that she does it. I know when she wishes to establish a line in order to gain commercial opportunities in certain directions she will increase it, or if one is established she is satisfied and is inclined to let well enough alone.

Mr. President, I wish to apologize to the Senate for taking the time I did yesterday and have taken to-day in discussing this bill, and I thank Senators for the patience they have exercised and the attention they have given me. My only justification is my intense interest in this matter, the importance of the subject, and the wild and insane criticisms and misrepresentations which have been made about a bill of which the people who made them knew absolutely little or nothing.

The bill has not been sent over the country. It has been represented to the country as these foreign lines and their agents desire to represent it. No amendment has ever been alluded to. It has been talked about as the Hanna-Payne bill, which was introduced in the Senate two years ago. It has been changed in very many material particulars, seriously changed, too, and yet the same old criticisms and misrepresentations are repeated day in and day out about the Hanna-Payne bill.

Mr. PETTIGREW. Has it been improved?

Mr. FRYE. I think it has been improved decidedly. I beg the Senate's pardon for talking so long.

Mr. TELLER. Mr. President, I do not think the Senator from Maine need apologize for the speech that he has made. I think that he might go on and help us out in some features of this difficulty. I followed the Senator very carefully, and I do not see that he has really told us what is the cause of the decadence of American shipping. If he has done so, I was at lunch for a few moments and lost it. Now, that is what I want to know. If I knew the cause, I should think I knew something about the remedy; but I have been unable to find any adequate cause for the decadence which began, I think, about 1860 or 1861.

I know the Senator from Maine has given a great deal of attention to this matter, and I should like, either now or at some time while he is speaking, to have him tell us, if he can, what are the difficulties. He told us yesterday that we had removed several obstacles, which we have done, as I know, and yet the decadence continued; it was rather accelerated, I think, after the effort which was made in some way.

I should like to have his opinion on that question either now or at some time before the debate is over. I join with him in the desire to restore the American marine. I have not got a bit of en-

couragement from what the Senator has said. Really it seemed to me, after he got through, as if he had put us in a position where we have to bolster up this business for all time or else the decadence is to go on. If I knew that that was so, I should not vote for this bill. If that is to be the case, I am not going to vote for it.

Mr. FRYE. The bill provides that no contract shall be made after ten years.

Mr. TELLER. I understand that; but what is the use of our attempting to establish the American marine for twenty years and then go back? They will come to us then and say, "Why, we built these ships, and you must keep us afloat." Are we to do that always? I believe we will do it always until we find out what the difficulty is. If it is a difficulty which can not be overcome except by subsidy, let us accept the situation and say that for some reason we are denied the privilege of carrying our products abroad in our own ships, as we did carry them to the extent of 75 per cent from our earliest infancy clear up to 1860 and 1861.

Mr. FORAKER. Ninety per cent.

Mr. TELLER. It was 90 per cent at one time, but when the decadence began we were carrying 75 per cent of all our imports and exports in our own ships.

Now, that is what I want the Senator to address himself to, if he will. I do not care if he takes two or three days to do it. I believe it would be profitable for us if he could give us any information on that subject.

Mr. FRYE. I could repeat one of my old speeches on ships and the decline in shipping, and the Senator from Missouri [Mr. VEST] could repeat one of his old ones on free ships. There would not be the slightest difficulty about it. I could do it now, but in my remarks yesterday (I do not know that the Senator heard me; I doubt if he did) I think that I gave very directly and distinctly my opinion as to what the cause was.

Now, what I have said will be published to-morrow morning in the RECORD, and if the Senator is not at all satisfied, later on in this debate, when I have heard from the opposition, I shall be very happy to indulge, if the Senate will permit me, in some more remarks on the shipping question. But I would rather not do it now.

Mr. MONEY. Mr. President, the question of the Senator from Colorado [Mr. TELLER] reminds me of a very learned lecture delivered by the late John Roach, the celebrated American shipbuilder, in which he undertook to compare the cause of the decline of American shipping and shipbuilding, and used a very splendid Irish bull. He said that the civil war and the discovery that iron was better than wood was the twin mother of the decay of the American marine. That bull carried as much of truth in it as it did of wit; and it was very nearly the exact truth at the time he uttered it, which was about eighteen years ago.

Since that time, however, we have got in the habit of exporting iron to Great Britain, and we have in one locality that I have in mind iron of the best quality of ore, coal of the finest kind, unlimited quantities of both, and the limestone for the flux, all in such juxtaposition that it seems that nature intended to make us the cheapest producer of iron in the world. We are not only selling steel rails to the North, but we are selling iron to England, and we are selling iron all over the world. I think that Mr. Cramp, if I am not very much mistaken, admitted some year or two ago that he could build a ship as cheap as it could be built anywhere in the world.

Mr. TELLER. Mr. President, I do not want to defeat this bill, but I want to challenge the statement, if I may, so that the Senator may look it up, that there is a difference between the cost of building a ship in the United States and Great Britain of 25 per cent. I know that as long as six or eight years ago the shipbuilders of this country declared that there was not to exceed the difference of 10 per cent. Since that time there has been a very great reduction in the price of iron, if we go back to the normal condition. Perhaps just now that may not be the case, but the rise in iron is probably temporary. However, there has been a rise in iron and steel, of course in Europe as well as here. I believe that to-day all the material which goes into a ship of iron can be produced in the United States cheaper than in any other place in the world. The timber that goes in is certainly cheaper here than it is in any other place in the world, and all the material you may say that goes into a ship ought to be produced and is produced in the United States as cheap as anywhere else.

Mr. FRYE rose.

Mr. TELLER. But it is possible that there is some difference in the labor.

Mr. FRYE. I was going to ask the Senator what percentage of the first-class ships is the material.

Mr. TELLER. I suppose the labor is, of course, the larger cost.

Mr. FRYE. But what percentage of the entire cost of the ship is the material itself?

Mr. TELLER. I do not know about that.

Mr. FRYE. It is only 45 per cent. That is where the trouble comes in.



Mr. TELLER. I know labor enters largely into it, and there is probably some difference there.

Mr. FRYE. There is the trouble; it is in the labor.

Mr. TELLER. But if the statement the Senator from Mississippi made is true, that they declared they could build them as cheap here in a few years as they could in Europe, there can not be that difference. However, if that difference exists now it will continue to exist, undoubtedly, and that is one of the difficulties we shall have to meet. In my judgment, the greatest difficulty that we meet with in running American ships is what the Senator himself presented, which I know of no way to avoid, and that is that we can not hire American seamen for the same rate that other countries hire theirs.

Until conditions change in that respect, or we assume the position that we are going to level up by subsidy the difference between the labor in foreign countries, or the cheapest labor and ours, as well as the difference in the cost of building ships, this condition is going to exist until money gets cheaper in this country than in Europe. When it does that, I suppose capital will turn its attention to ships. A Senator in front of me says it is cheaper now. At times undoubtedly it is. There is plenty of money here to build ships. There is not any question about it. We do not want to go abroad to seek investment, and will not, simply because it does not pay. We will not put money there, because it does not pay.

Now, if we can find some way to make shipping pay without a subsidy, and I do not know but that we can, that is the thing we ought to do. If we could give shipping some preferentials, some advantages that we do not give to everybody else, that we did give for many years in our history, I believe we could return to some of the old conditions; perhaps not entirely, for we had 90 per cent; but we could at least increase the number of ships carrying our flag abroad.

I can not for myself feel very kindly disposed toward this present proposition, although I am willing to say that if I believed it would bring a return within a reasonable time with a reasonable outlay of money I should not object to it. That is all I want to be convinced of. I am not at the present time convinced that that will be the case.

#### EXECUTIVE SESSION.

Mr. PLATT of Connecticut. I move that the Senate proceed to the consideration of executive business.

The motion was agreed to; and the Senate proceeded to the consideration of executive business. After five minutes spent in executive session the doors were reopened, and (at 3 o'clock and 42 minutes p. m.) the Senate adjourned until to-morrow, Thursday, December 6, 1900, at 12 o'clock meridian.

#### NOMINATIONS.

*Executive nominations received by the Senate December 5, 1900.*

##### ASSISTANT SURGEONS, MARINE-HOSPITAL SERVICE.

Louis P. H. Bahrenburg, of Ohio, to be an assistant surgeon in the Marine-Hospital Service of the United States. Mr. Bahrenburg is now serving under a temporary commission issued during the recess of the Senate.

John S. Boggess, of the District of Columbia, to be an assistant surgeon in the Marine-Hospital Service of the United States. Mr. Boggess is now serving under a temporary commission issued during the recess of the Senate.

John T. Burkhalter, of Maryland, to be an assistant surgeon in the Marine-Hospital Service of the United States. Mr. Burkhalter is now serving under a temporary commission issued during the recess of the Senate.

##### PASSED ASSISTANT SURGEON, MARINE-HOSPITAL SERVICE.

Asst. Surg. Leland E. Cofer, of Virginia, to be a passed assistant surgeon in the Marine-Hospital Service of the United States. Mr. Cofer is now serving under a temporary commission issued during the recess of the Senate.

##### ASSISTANT COLLECTOR OF CUSTOMS.

Samuel D. Dickinson, of New Jersey, to be assistant collector of customs at Jersey City, N. J., in the district of New York, in the State of New York, to succeed Michael I. Fagen, removed.

##### ASSISTANT SURGEONS, MARINE-HOSPITAL SERVICE.

Edward Francis, of Ohio, to be an assistant surgeon in the Marine-Hospital Service of the United States, in place of S. R. Tabb, deceased. Mr. Francis is now serving under a temporary commission issued during the recess of the Senate.

George W. McCoy, of Tennessee, to be an assistant surgeon in the Marine-Hospital Service of the United States. Mr. McCoy is now serving under a temporary commission issued during the recess of the Senate.

Claude C. Pierce, of Tennessee, to be an assistant surgeon in the Marine-Hospital Service of the United States. Mr. Pierce is

now serving under a temporary commission issued during the recess of the Senate.

Benjamin S. Warren, of Washington, to be an assistant surgeon in the Marine-Hospital Service of the United States. Mr. Warren is now serving under a temporary commission issued during the recess of the Senate.

##### COLLECTOR OF CUSTOMS.

Frederick S. Stratton, of California, to be collector of customs for the district of San Francisco, in the State of California, in place of John P. Jackson, deceased. Mr. Stratton is now serving under a temporary commission issued during the recess of the Senate.

##### NAVAL OFFICER OF CUSTOMS.

Walter T. Merrick, of Pennsylvania, to be naval officer of customs in the district of Philadelphia, in the State of Pennsylvania, to succeed James B. Holland, resigned. Mr. Merrick is now serving under a temporary commission issued during the recess of the Senate.

##### GENERAL APPRAISER.

Marion De Vries, of California, to be general appraiser of merchandise, in place of William D. Bynum, failed of confirmation. Mr. De Vries is now serving under a temporary commission issued during the recess of the Senate.

##### MEMBERS OF INDUSTRIAL COMMISSION.

Charles H. Litchman, of New Jersey, to be a member of the Industrial Commission authorized by the act of Congress approved June 18, 1898, to succeed M. D. Ratchford, resigned. Mr. Litchman is now serving under a temporary commission issued during the recess of the Senate.

Daniel A. Tompkins, of North Carolina, to be a member of the Industrial Commission authorized by the act of Congress approved June 18, 1898, to succeed Ellison A. Smythe, resigned. Mr. Tompkins is now serving under a temporary commission issued during the recess of the Senate.

##### COLLECTOR OF INTERNAL REVENUE.

Roy H. Chamberlain, of Iowa, to be collector of internal revenue for the district of Hawaii, to succeed William Haywood, resigned.

##### ASSAYER.

Benjamin H. Tatem, of Montana, to be assayer in charge of the United States assay office at Helena, Mont., to succeed Eugene B. Braden, resigned.

##### SUPERINTENDENT OF COAST AND GEODETIC SURVEY.

Otto H. Tittmann, of Missouri, to be Superintendent of the United States Coast and Geodetic Survey, to succeed Henry S. Pritchett, resigned. Mr. Tittmann is now serving under a temporary commission issued during the recess of the Senate.

##### COLLECTOR OF INTERNAL REVENUE.

John W. Yerkes, of Kentucky, to be collector of internal revenue for the Eighth district of Kentucky, to succeed John W. Yerkes, resigned. Mr. Yerkes is now serving under a temporary commission issued during the recess of the Senate.

##### ASSISTANT AGENT.

Abram D. Harlan, of Pennsylvania, to be assistant agent at the salmon fisheries in Alaska, to succeed W. S. Ballard, resigned. Mr. Harlan is now serving under a temporary commission issued during the recess of the Senate.

#### CONFIRMATIONS.

*Executive nominations confirmed by the Senate December 5, 1900.*

##### FIRST ASSISTANT POSTMASTER-GENERAL.

William M. Johnson, of New Jersey, to be First Assistant Postmaster-General.

##### CONSUL-GENERAL.

W. Irvin Shaw, of Pennsylvania, to be consul-general of the United States at Singapore, Straits Settlements.

#### HOUSE OF REPRESENTATIVES.

WEDNESDAY, December 5, 1900.

The House met at 12 o'clock m. Prayer by the Chaplain, Rev. HENRY N. COUDEN, D. D.

The Journal of yesterday's proceedings was read and approved.

##### COMMITTEE ASSIGNMENTS.

The SPEAKER. The Chair makes the following announcement: Mr. SHAW of New York to be a member of the Committee on Invalid Pensions.